



No place here for a forced landing—be prepared for winter flying.

Vol. 26 — No. 2

LEGISLATION

Legislation of interest to the aviation community is progressing through the legislature with varying degrees of speed and promise.

The aircraft property tax bill that would take a portion of the property tax on aircraft and assign it to airport use is under study by the house. Its chief sponsor, Harrison Fagg, is working hard to convince his fellow members that the bill has merit and should be made law. Opposition to the original form of the bill has been voiced by the county commissioners association and the league of cities and towns. That bill is known as House Bill 121.

An important bill, Senate Bill 222, concerns liquor licenses. Because Montana airports are locally sponsored, the results, as might be expected, in the operation and establishment at each airport vary from location to location. One place the air carrier airports are trying to obtain uniformity is in the bar business. You can buy a drink at the airports at Great Falls, Billings and Butte, but you cannot get refreshments over the bar from Missoula, Helena, Bozeman, Yellowstone, Kalispell, Havre, Lewistown, Glasgow, Sidney, Miles City or Wolf Point terminals. A bill has been introduced to allow the sponsor to have a liquor license and operate a bar within the airport premises. As expected, opposition comes from

the tavern owners association and some individuals who think there are already enough bars.

The bill is particularly interesting in its provision to allow the department of intergovernmental relations to own a liquor license at the Yellowstone Airport that is operated by the division of aeronautics.

There is also a bill to consider increasing the allowable mileage for use of private aircraft on state business from its present 12c a mile. At the present time the aircraft owner is allowed the same amount for his airplane as is the owner of an automobile using it on state business with each being allowed to claim the road miles from point of origin to destination.

House Bill 302 would change the tax method on airline equipment from its present system by taxing the entire inventory of the airline rather than that which is based in the state of Montana. This is opposed by the airlines.

NATIONAL SEARCH AND RESCUE

For years continental United States has been divided into several search and rescue areas with Montana being in the western United States with headquarters at Hamilton Air Force Base, California. The Air Force has moved all of its centers to Scott Air Force Base in Illinois just east of St. Louis, Missouri.



MONTANA

DIVISION OF AERONAUTICS

February, 1975

The Congress has made it the duty of the Air Force to conduct searches throughout the continental United States and the duty of the Coast Guard to conduct searches in the Atlantic and Pacific Oceans. Until recently the Air Force like the Coast Guard divided their areas into districts, but as pointed out recently made one headquarters at Scott Air Force Base. This change will not affect the agreement the Air Force has had with the states to conduct searches within their own boundaries. The Air Force has the congressional mandate to conduct the searches and in the past has entered into agreement with the aeronautics commission of Montana to conduct aerial searches for general aviation aircraft. They have reserved for themselves the right to enter the area to search for planes carrying official persons, air carrier aircraft, and Air Force planes. Also within the area the Coast Guard maintains jurisdiction in areas with navigable streams which often include any area that a canoe may be paddled in.

Within Montana the search agencies included the Civil Air Patrol, the local sheriffs, search and rescue units with jeep four wheel drives, various ski patrols, and many others. The aeronautics division is primarily responsible for search for missing aircraft. Once found, the sheriff of the county where the aircraft is located

(Continued on Page 2)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director
**Official Monthly Publication
of the**
DIVISION OF AERONAUTICS
City/County Airport
Phone 449-2506
Box 1698
Helena, Montana 59601
William E. Hunt, Administrator

Board of Aeronautics
Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
Tom Burris, Member
William A. Merrick, Member
Leo Collar, Member
Bruce Vanica, Member



MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at Helena, Montana 59601
Subscription \$.50 per year.
Edited by: Bernice M. Peacock



becomes the person in charge of the search and the aeronautics division relinquishes its jurisdiction in the search.

Efforts are being made to follow a pattern set in some other states where there is a single coordinator for the state that directs the searches of all agencies and that is something that we are striving for here in Montana so that there will be a coordinated effort from the time of the missing report until the person is located.

The division of aeronautics is working closely with other organizations and expects to contact more in the future concerning the possibility of setting up a coordinated search where official agencies and volunteer agencies can work to give the best possible search effort in this state.

***Administrator's
Column***



I attended the meeting held by the National Park Service concerning the Jackson Hole Regional Transportation Study. I was impressed with the thoroughness with which the entire problem was discussed but wonder about the amount of work needed to be done to get an extension on a runway for a community that will soon be without air service because its present 580 convairs are being phased out for lack of parts. The longer runway is needed to accommodate the new 737 being used by Frontier Airlines, the one serving Jackson Hole. Since parts are not available, airplanes are kept in service through cannibalization and eventually the active aircraft soon use up all of the available parts, including its own.

The meeting did not reach a conclusion as the article points out, and it did not reduce the need for some sort of mediation. As the mayor of Cody, Wyoming, said: "We don't need them tomorrow, we need them yesterday."

We have constantly been faced with the problem of how to get money out to the airports that need it from the surplus funds held by the division of aeronautics. The latest difficulty arose from an attempt to purchase revenue bonds of an airport authority in order to expedite the need for work and avoid a costly election after the people had already voted on the bond issues authorizing their sale. The matter is under study and hopefully we will have the mon-

ey to the airport in the very near future.

In the past we have prided ourselves on getting the money out to the community and we will continue to do so. Again, I would like to point out the problem that any fund requested in excess of \$40,000 must be approved by the voters at a special election held for the purpose of borrowing the money. Prior years this rule did not apply but since the case of Burlington Northern Railroad against Richland County, the division has needed to limit the amount available for loans to any county. It is our opinion that this rule may not apply to cities and airport authorities and these possibilities are under consideration by legal departments.

* * * * *

Elsewhere in this newsletter there is an article pertaining to the search and rescue program now undergoing some administrative and communication changes in the United States. We will follow and cooperate with those changes with the intention that the very best, quickest and efficient search methods will be brought to bear when any airplane is lost in the state of Montana. I attended the National Search and Rescue School at Governor's Island, New York, where an outstanding presentation was made by officials of the Coast Guard under the direction of the Coast Guard members of that agency plus the Air Force participating.

NEWS FROM SHELBY

We recently learned from Don Johanson, treasurer and past president of the Shelby Hangar of the Montana Pilots Association, that George Houdek, A & E, single and multi engine rated, and a member of the city/county airport commission, passed away last October. George had been a long time booster of general aviation and had worked for the Hughes Aircraft Company and was a civilian instructor for the army air corps in the second world war. He had farmed in the Shelby area and continued his work as an aircraft mechanic and a charter pilot. We extend our sympathy to his family and to his widow Kitty.



FLYING FARMERS

We are indebted to Mrs. Virgil (Kay) Compton for keeping us in touch with Flying Farmer activities. The Texas Flying Farmers Convention was held in January at Kerrville, Texas. Region 7 of the Flying Farmers (which takes in the provinces of Alberta and Saskatchewan, and the states of Wyoming, Colorado and Montana) was well represented.

Mrs. Compton said the weather was not the best, with fog and cold high winds. The accompanying picture includes the following participants in the convention: (left to right) Past International Flying Farmer Duchess Jody Lockmiller of New Mexico, the present Flying Farmer Queen from New Mexico, Duchess Elaine Wright, outgoing Texas Queen, new Texas Queen at the head of the table, the International Flying Farmer Woman of the Year from Arizona, the Nebraska Flying Farmer Queen and the Montana Flying Farmer Queen. The picture is also through the courtesy of Kay Compton.

RECENTY OF FLIGHT TIME IS IMPORTANT

The following item is reprinted from the last issue of National Aerospace Education Association, SKYLIGHTS.

You may have an ATR and many thousands of hours in your logbook, but if you don't fly regularly, the fellow in a Piper Cub who flies a couple of hours a week may be a safer pilot.

A recent Massachusetts Institute of Technology study revealed that pilot

proficiency deteriorates quickly without regular practice, and the report notes that total flying experience is not as important a factor in safe operations as recent experience is. In fact, the MIT study says, flying is a skill that you can lose if you don't use it. After an extended period of not flying, however, a few hours in the air will bring a pilot up to his previous level of ability. The researchers advise against using those first brush-up hours for any sort of flying that would tax the pilot's lapsed skill; the report also recommends that pilots regularly practice stalls and emergency landings.

AERONAUTICAL CHART



By: VERNON L. MOODY
Aviation Representative

The division of aeronautics is in the process of gathering the necessary information for the 1975 Montana aeronautical chart.

All airport owners are requested to complete the airport questionnaire elsewhere in this issue and return it to the division of aeronautics, P.O. Box 1698, Helena, Montana 59601, no later than April 15, 1975. This questionnaire will be published

again in the March edition of the aeronautics newsletter. If more copies of the questionnaire are needed, they are available at the office of the division in Helena.

If you know of any changes or corrections, please notify this office before the deadline date. Your cooperation is requested so that a correct and up-to-date chart can be published as soon as possible.

AND LEAVE THE DRIVING TO . . .

By: DALE UPPINGHOUSE
Accident Prevention Specialist

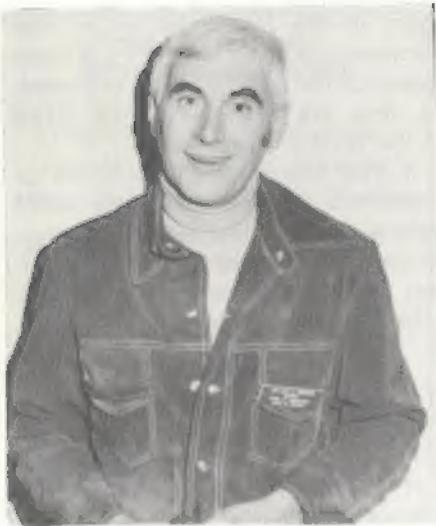
If you have to be somewhere at a fixed time for very urgent reasons, don't fly yourself. The urgency of the situation can easily cause a pilot's emotions to over-ride his sound judgment, and press him into entering into flight conditions he cannot handle.

Do I hear a chorus of "What have I got that license for?" Please bear with me and read the first paragraph over again—slowly.

For ordinary business or personal flying, sure—fly your own airplane yourself. You will be thinking, hopefully, about flying. It is those rare occasions when the absolute urgency of being there at that fixed time that create a potential disaster. On such trips a new student pilot, not involved in the problem, would usually do a better job at the controls than a "pro" whose mind is somewhere else.

Flying a modern airplane on modern airways is deceptively simple. What could go wrong? The pre-flight planning, the airplane pre-flight, check list, the weather. Those are just a few things that could go wrong. The pilot's mind can't be off in Arkansas. He must make decisions based on aeronautical facts, not on the importance of being somewhere at a fixed time. Icing, low visibility, rough engine, darkness, skinny fuel reserves — are these things going to influence you when the boss says, "Be at West Overshoe at 10:30 with that bid and no mistakes." Will your mind be on proper

(Continued on Page 6)



AERONAUTICS BOARD MEMBER

William A. Merrick was appointed to the Board of Aeronautics in June, 1973. He is a resident of Bozeman where he owns and manages KBMN, and Mobil Sign of Bozeman and Missoula. Mr. Merrick graduated from the University of Colorado with a BS degree in business with a major in marketing. He also graduated from Harvard Business School Management Seminar and Graduate School of Business Administration and Advanced Management Development Seminar.

He is married to Mary L. Merrick and they have three teenagers, two sons and a daughter.

Mr. Merrick received his private pilot's license in 1951 and his commercial license in 1953 and has over 1,000 hours as a pilot of light aircraft.

He is chairman of the Gallatin Field Airport Authority, has served as president of the following organizations: Methodist Men's Club, Montana Broadcasters Association, Bozeman Investment Group, Bozeman Kiwanis Club, Empire Dinner Club; is director of Gallatin Development Corporation, past director of the National Association of Broadcasters, past vice president of the Bozeman Chamber of Commerce, and is a member of the Masonic Lodge, Bagdad Shrine, Elks Lodge and Bobcat Boosters.



MIKE FERGUSON, Chief

AIR TRANSPORTATION BUREAU

Big Sky Instruments, Inc.

A Montana aircraft instrument shop, Big Sky Instruments, Inc., located on the Bert Mooney, Silverbow County Airport at Butte, is the only FAA certified instrument shop in Montana.

Ben Jones is the owner/operator of Big Sky Instruments, Inc. and is FAA certified for Class 1, 2, 3 and 4 instrument repair which allows overhaul of most all flight instruments, autopilot control units, plus engine and airframe gauges. They are also certified to conduct altimeter and pitot/static checks.

Ben was born in Green Forest, Arkansas where he completed high school. He served four years in the U. S. Navy and in October, 1971 completed the Instrument and Electronics school at the Sperton School of Aeronautics, Tulsa, Oklahoma. Ben has worked in the radio and TV field for the past 20 years and holds an FAA Instrument and Radio Repairman Certificate, and a private pilot license.

Ben, his wife Ruth and three boys reside in Whitehall and he commutes the 23 miles to Butte daily.

Big Sky Instruments, Inc. opened October 1973 as an independent shop which is located in the Butte Aero hangar and is an air-filtered, dust-free, immaculately clean and well equipped facility of which Ben is very proud.

Ben's final decision before certifying any instrument is to ask himself, "Would I Fly with it?"



Ben Jones testing an artificial horizon in his instrument shop located at Bert Mooney Silverbow County Airport, Butte.

AVIATION EDUCATION NOTES



By: SAM GRIGGS, Supervisor
Aviation & Space Education

From Friday afternoon, January 17 to Monday the 20th, when I got back to Helena, I was an interested and busy guest of NASA, at an educator's unfolding of ERTS-B activities in California. Busses met assembled guests at Santa Maria, whisked them to Vandenberg Air Force Base, site of un-manned satellite launchings. Manned space vehicles, by the way, are launched from Kennedy.

The purpose of the get-together was to explain the reasons underlying the "Earth Resources Technology Satellite" project—the why of the program and what it does, along with a positive evaluation of accomplishments. An ERTS-A satellite has been in orbit and has been functioning effectively for beyond its projected life span. The focussed program was extremely interesting but almost too much to pack into the short time-span.

At home base, the aviation education unit is encouraged by having two summer college-level workshops

firmed up. One is to be in Havre, one in Butte. We're also reasonably certain that a third will be set up in Billings; it is now in the discussion stage. The workshops will be open to any interested persons. High school students can take the course and "bank" the credits for future use.

Our aviation education unit has been visiting in and about the land—introducing program proposals—looking into special needs—asking for and getting valuable suggestions. Visits have been made to schools in Helena, Havre, Kalispell, Missoula, Deer Lodge, Butte and Great Falls. Informational inputs are good—enthusiasm is showing.

CIVIL AIR PATROL AWARDS

At a recent meeting three Amelia Earhart Awards for outstanding achievements were presented by William E. Hunt, administrator of the division of aeronautics, to Cadets Lt. Col. Bowden, Major Mark Brunton and Captain Jeff Bloomstrom of Helena. Two Billy Mitchell awards were given to Cadets Warrant Officer Gary Langenbach and Lt. Tracey Browne by Sam Griggs, supervisor of aviation and space education at the division of aeronautics. Mr. Griggs was later overhead saying, "It was such a pleasure to see a group of kids so well groomed and well spoken."



Front row, left to right: Bill Chambers, Helena Vocational Technical School; Jeff Morrison, Morrison Flying Service; Leroy Gillett, Skyline Aviation; Fritz Lueneberg, Lynch Flying Service; back row: Jack Wilson, Montana Aeronautics Division; and Dick Brodowy, Helena GADO, FAA. This committee met January 8, 1975 to choose the Montana Aviation Mechanic of the Year.

AVIATION MECHANIC SAFETY AWARD

The Federal Aviation Administration Rocky Mountain Regional Office, Denver, has announced that Mr. Norman Rasmussen of Culbertson has been selected as the winner of the FAA 1974 Rocky Mountain Region Aviation Mechanic Safety Award. This award was inaugurated over 12 years ago by the FAA to give recognition to the aviation mechanics making an outstanding contribution to air safety by maintenance practices or improvement to an aircraft that led to, or resulted in, increased reliability or safety.

Mr. Rasmussen has been the winner of the Montana FAA Mechanic Award the last two years and is the first Montanan to win the Rocky Mountain Regional Award which has entrants from six states—North and South Dakota, Colorado, Wyoming, Utah and Montana. Winning the Rocky Mountain Regional Award entitles Mr. Rasmussen to be a participant in the FAA National Award to be selected from the 50 state winners.

Mr. Rasmussen is a native of Culbertson, Montana, and was graduated from the mechanic/pilot course at the Boeing School of Aeronautics in 1942. He enlisted in the U.S. Army Air Corps in 1942 and was assigned to the 7th Troop Carrier Squadron

where he participated in the allied campaign against Rommel in Africa as a co-pilot/mechanic on Douglas C-47's. He also participated in dropping British and Canadian Commandos and U.S. Rangers into Sicily and Italy. In 1945 he returned to Montana to work for Great Northern Stages of the Great Northern Railroad until 1961 when he resumed his aviation career by becoming a partner with Arnold Fredrickson to operate the Culbertson Airport. He is licensed as a Flight Instructor and Aircraft and Powerplant Mechanic with Inspection Authorization privileges.



CALENDAR

March 4, 1975—Billings GADO 1—Annual Authorized Inspection Meeting.

March 4-5—National Association of State Aviation Officials Spring Conference, Ramada Inn, Washington, D.C.

March 6—Helena GADO 5—Annual Authorized Inspectors Meeting, Bell Room, Telephone Company, Helena.

March 14-15—Montana Aviation Trades Association Convention, Ramada Inn, Billings.

March 17-21—Flight Instructor Refresher Course, Montana Division of Aeronautics, Travelodge, Helena.

April 2-6—National Aerospace Education Congress, Fontainbleau Hotel, New Orleans, Louisiana.

April 4-5—Alberta Convention of Flying Farmers, Red Deer, Alberta.

April 4-5—Montana Wing Conference, Civil Air Patrol, Travelodge, Helena.

April 17-20—National Precision Flight Championships, in conjunction with National Intercollegiate Flying Association 1975 Annual Air Meet and Conference, Sante Fe, New Mexico.

June 14—Great Falls International Terminal Dedication.

June 15—General Aviation Day—Open House and Fly-In, Great Falls International Airport.



NEW EMBLEM HONORS CONTRIBUTORS TO U.S. FLIGHT TEAM FUND

A stylized American Eagle, in the red and blue colors of the U.S. flag, will soon be seen on aircraft windows and automobile windshields at general aviation airports everywhere, honoring supporters of the first United States Precision Flight Team ever to enter world competition.

As the symbol of America's determination to "take on the best from any country in the world, and come out on top", the new emblem will be awarded to all contributors to the non-profit U.S. Precision Flight Team Fund. Donors of up to \$25 will receive a three-color decal, while those contributing \$25 or more will receive an embroidered shoulder patch in addition to the decal. All contributions are fully tax deductible, according to the National Pilots Association, Washington, D.C., sponsor of the team in conjunction with the National Intercollegiate Flying Association. Donations to support the team, in any amount, should be made payable to "National Aeronautics Association/U.S. Team Fund" and sent to U.S. Precision Flight Team Fund, Suite 623, 806 15th street, N.W., Washington, D.C. 20005. Contributors will receive decals and embroidered patches, and their con-

tributions will be promptly acknowledged in the form required by the IRS Code.

Competition in regional try-outs leading up to the formation of the U.S. Team is open to all American pilots with 100 hours or more total time; and a large turnout is expected. For further information and advance registration forms, interested pilots should contact Flight Team headquarters, at the same address as the USPFT Fund.

(Continued from Page 3)

flight planning, or will it be of possible mistakes you may have made on the bid proposal? Any one of a hundred other urgent reasons for being at that place at a fixed time will influence your flying judgment.

In-depth accident investigations of excellent pilots involved in fatal accidents very often tell this story. The investigator ponders; was the pilot's life or his passengers lives worth that appointment that he didn't keep after all? Why did he make a mistake that no one in his right mind would make? No one is immune from the pressure brought on by these situations.

Everyone has these situations come up now and then. A serious illness in the family, a "must be there" business appointment—you know the kind. When it happens, PLEASE let a dependable pilot who is not involved with your problem do the flying and make the flight decisions. We want to see you around.

LETTER TO AIRMEN

By: HOMER W. BENNETT
Chief Missoula Flight Service Station

The televised "Aviation Weather" show has gained wide public acceptance.

At this time of year, television stations plan their program purchases for next year. Naturally they will buy programs which have a large viewer following as indicated by surveys, letters, etc.

It is hoped and encouraged that all pilots benefiting from the program will contact broadcast stations and inform them of their interest in the program.

MONTANA AVIATION TRADES ASSOCIATION CONVENTION

The Montana Aviation Trades Association would like to invite all fixed base operators and Montana Pilot Association members and flying friends to attend the MATA banquet on March 14 at the Ramada Inn in Billings. Cocktail hour will be at 6:00 p.m., with dinner at 7:00. The cost is \$12.50 per person. All are encouraged to attend. The above cost includes the cocktail hour and gratuities.

TRAINING PROGRAM AVAILABLE IN GREAT FALLS

We have been notified that there is a new ground school starting in Great Falls.

Dick Davis, who has an impressive background in aviation is running the school, which has a course in progress now, and will be starting a new ground school for private pilots March 10, twice a week in the evening and an instrument course starting March 20.

Dick Davis is an airline transport pilot, FAA pilot examiner for airplanes and instruments, is a certified ground and flight instructor for aircraft and instruments, and is FAA accident prevention counsellor for the Great Falls area. He also has taught mountain flying courses.

The classes presently are being held at his home at 2763 Evergreen Drive, Great Falls, but it is anticipated there will be a facility at Great Falls International Airport soon. For more information you can call Mr. Davis during the day at 761-0346. Mr. Davis is being assisted by several other instructors.

SENATE VOTES NTSB INDEPENDENT STATUS

Last October the U.S. Senate unanimously passed a measure which calls for the creation of an independent National Transportation Safety Board by April 1, 1975.

According to information in the Aviation Insurance News, this measure (Continued on Page 8)

ATTENTION: MONTANA AIRSTRIP OWNERS

The Division of Aeronautics is compiling the necessary data to complete the new 1975 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. We would prefer to have this information regarding your airstrip on file even if you do not wish your strip shown on the chart.

Mail to: Aeronautical Chart Revisions/vm Deadline Date April 15
Division of Aeronautics
P. O. Box 1698
Helena, Montana 59601

PRIIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip _____

Name of Owner _____

Owner's mailing address _____

Prefer your airstrip shown on the 1975 Aeronautical Chart? Yes _____ No _____

AIRSTRIP LOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitude _____

Nearest town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments: _____

AIRSTRIP DATA

Runway Direction Length Width Approach Obstructions & Distances

Airport Elevation _____ Unicorn Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? Emergency only _____

Telephone Available: Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature: _____

(Continued from Page 6)

ure, if ratified by the House would grant the NTSB complete independence from the Department of Transportation and would empower the NTSB to act as a national transportation safety advocate and to intervene in any federal, state or local agency hearing or rulemaking that would substantially affect air, land or marine transportation. In addition, the Secretary of Transportation would be required to respond in writing within 60 days to any NTSB recommendation.

The Senate-passed bill, managed on the floor by Vance Hartke is obviously aimed at freeing the NTSB from political pressure and allowing it to operate in a watchdog capacity with regard to all transportation activities.

ANNUAL AUTHORIZED INSPECTORS MEETING

Word has been received from Dick Brodowy of the Helena General Aviation District Office, Rocky Mountain Region, that there will be an annual authorized inspectors meeting March 6, 1975 in the Bell Room of the Telephone Company. Jerry Sonnemaker, Cessna manufacturers representative, will present an aviation maintenance program.

The same presentation will be made in Billings, sponsored by the Billings General Aviation District Office on March 4.

Transcontinental airmail service was started September 8, 1920, from New York to San Francisco.

TOWER

OPERATIONS

	Total Operations	Instrument Operations
DECEMBER 1974		
Billings	7,115	2,230
Great Falls	6,181	1,715
Missoula	5,125	873
Helena	4,057	626

	JANUARY 1975
Billings	6,588
Great Falls	5,315
Missoula	4,546
Helena	3,514

Shortage of salt in one's diet results in a decrease in G tolerance (the capacity to endure the forces of gravitational pull), according to a four-month study just completed at the Air Force School of Aerospace Medicine.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—“To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.”

P. O. Box 1698
Helena, Montana 59601



FEBRUARY, 1975

Second-Class
Postage Paid at
Helena, Mont. 59601